

starter: Israel Ludlow, clerk of field; Leo Stevens, technical expert. Besides the James Gordon Bennett International aerobatic cup, first, second, third, fourth, and fifth prizes are offered of \$4,000, \$2,000, \$1,000, \$500, and \$250. The race is for the greatest distance from starting to landing place. The world's record was made by Count Henry de La Vaulx, who sailed from Vincennes, France, to Korostychew, Russia, a distance of 1,193 miles, in October, 1900.

#### Americans Gain Favor.

Considerable betting on the race has been done and more is expected. The American contestants, who were not regarded very highly a week ago, have since sprung into great favor, and whereas odds were formerly given in favor of the Germans against the Americans, even money is all that is visible now.

From the conversation going on among those who ought to know, the race lies between the French, Germans, and the Americans. The English entry, Biscar and Hrabazon, are not looked upon as winners.

Leo Stevens, of New York, who has recently been elected president of the balloon corps of United States Army Signal Corps men in handling a balloon and also assisting Capt. Charles Forest Chandler in obtaining his title as balloon pilot from the Aero Club of America, is here, and is in general superintendence of the details and technicalities of a balloon as Mr. Stevens.

#### His Profession.

Ballooning in all its phases is not only his sport, but his profession, and he has made himself eminently efficient and successful.

Corporal Edward Ward and ten privates of the United States Signal Corps, who assisted Captain Chandler recently in his flights at Washington, have been on the grounds all week and are obtaining further experience and information about the handling of balloons.

#### Endurance Run.

Balloon "race" is somewhat of a misnomer, for instead of a race, the contest is to be more of an endurance run. As the balloons do not contest for speed, the trophy goes to the contestant who travels the greatest distance and stays in the air the greatest length of time. The rules covering this point are fixed at the last moment by a committee. Careful and skillful handling of the balloon after it has left its moorings determines the distance one will be able to cover, and the time that he will be able to stay in the air, except where it is found necessary to come to earth to avoid drifting over a large body of water or on account of some other unexpected contingency.

The James Gordon Bennett Cup, the trophy, is valued at \$2,500, and was donated to be competed for under the auspices of the Aero Club of America, which is composed of aero clubs representing nearly all the leading countries of the world. In order to become the champion of the world, it must be defended consecutively for five years. At present it is in the possession of the Aero Club of America. It was won in the first contest in France last September, by Lieutenant Lahm, in this race the Englishman, the English channel, landing in the north of England, having traveled 402 miles.

#### Manheim Winner.

None of the aerobats has attracted greater attention about the hotels and on the streets than have the representatives of Germany headed by Baron von Abernethy. The baron was a contestant in the pioneer Bennett Cup race last year. He had made ninety balloon trips and won first prize in the great race at Manheim last May. During a race held August 18 he was eighteen hours in the air. Oscar Erbsloeh has made thirty ascensions and was also a contestant in the Bennett cup race. Later he took first prize in a balloon race from Brussels, making a flight of 620 miles.

St. Louis was selected for the balloon competition on account of its geographical situation, being situated on a great body of water as it was possible to get conveniently. However, the balloons may strike the great lakes, if the winds continue to blow from the southwest. It would be very hazardous to attempt a flight over any of these lakes after traveling all the distance from St. Louis, for both sand and dust would be diminished, and the careful pilot would not be likely to attempt a voyage over one of these great bodies of water under such conditions. The experience of the aerobats on such flights as these are most interesting. Since the balloons are not dirigible it is impossible to know where they are, "at sea" or "up in the air" as far as knowing where he is with relation to the map below at the moment, therefore, he is traveling. Aerobats, therefore, do not usually remain at such altitudes as make their whereabouts uncertain.

#### Must Stay Awake.

Food and drink are taken in the basket, but one does not dare to indulge in sleep, and the racers today started with the determination to remain awake, and keenly awake, for at least twenty-four hours and perhaps more.

The first contest for the International aerobatic cup, last year, attracted greater attention among those interested in aerobatics than any previous event of the kind. For weeks preceding the race it was the most talked of sporting event in Europe, and nearly all European countries put forward their foremost aerobats as competitors.

#### Noted Men to Attend.

A curious assembly of men will be seen today when the contest for aerobatic cup commences. For instance, so great a scientist as the inventor of the telephone, Prof. Alexander Graham Bell, will be on the course, interested in the trial of his tetrahedral kites, and there, too, will be seventeen-year-old Cromwell Dixon, with his sky-bicycle, who, with the assistance of his loyal mother, has successfully navigated the air at their home in Columbus, Ohio.

Lincoln Beachy, who has flown from Luna Park to the Munsey Building, in Washington, are remembered there, will operate one of the airships of Charles J. Strobel, of Toledo, Ohio.

Israel Ludlow, whose aeroplane made several descents at Jamestown, Ohio, Capt. T. T. Lovelace attempted to fly, has entered his ill-fated machine in the heavier-than-air contests. Other contestants for the \$5,000 in prizes for these two classes of flying machines are: H. H. Wixon, of Chicago, with an aeroplane; H. C. Gammeter, of Cleveland, Ohio, a merchant and business man, an orthopedist; J. W. Robson, of Harrisburg, Pa., an aeroplane.

Captain Baldwin's California Arrow, which took the first prize at the St. Louis world's fair when operated by Roy Knabenshue; Horace B. Wild's "Eagle," with which he won the prize contest, held under the auspices of the Aero Club of Chicago, and an airship owned by John Berry, of St. Louis.

It is expected that these contests will be finished by Wednesday night, Thursday the contest of the flying machines of the easiest type for the Scientific American trophy will be held.

#### EYES HURT YOU?

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## Balloons and Pilots In Race For the International Cup

| Balloon.         | Gas capacity. | Pilot.               | Nation. |
|------------------|---------------|----------------------|---------|
| Pommern          | 77,000        | Oscar Erbsloeh       | Germany |
| United States    | 75,000        | Maj. Henry B. Hersey | America |
| L'Isle de France | 77,000        | Alfred Leblanc       | France  |
| Desseldorf       | 77,000        | Capt. Von Abercron   | Germany |
| Lotus II         | 75,250        | Griffith Brewer      | England |
| America          | 77,000        | J. C. McCoy          | America |
| Anjou            | 79,500        | Rene Gasnier         | France  |
| Abercron         | 50,000        | Paul Meckel          | Germany |
| St. Louis        | 77,000        | Alan R. Hawley       | America |

### THE PRIZES

International Aerobatic Cup and \$2,500 to the winner, the cup to be held by the aero club to which winning contestant belongs; second prize, \$1,000; third prize, \$750; fourth prize, \$500; fifth prize, \$250. The race is for greatest distance from starting point to landing point.

The best American voyage, made by John Wise from St. Louis to Henderson, Jefferson county, New York, in July, 1899, covered 870 miles on an air line, or 1,150 according to map measurements.

The world's distance voyage, made by Count Henry de la Vaulx, in October, 1900, was from Vincennes, France, to Korostychew, Russia, a distance of 1,193 miles.

## DELAY REGRETTER BY SCHOOL BOARD

Bids for McKinley Addition Will Not Be Opened as Expected.

Members of the Board of Education are disappointed because the bids for the construction of the much needed addition to the McKinley Manual Training School will not be opened until November 2, although they had been assured, they say, by the inspector of buildings that the bids would be opened this month.

### MISSISSIPPI SOCIETY HOLDS FIRST MEETING

The first annual meeting of the Mississippi Society held at Pythian Temple last night was the occasion of a renewal of old acquaintances. A piano duet by Edith and Grace Johnson, an address by Harry Peyton, vocal solo by Miss Louise Brinker, and an address by Captain Hall made up the program of the evening.

### VITAL RECORDS

#### Births.

Walter H. and Josephine Scott, girl. Joseph M. and Annie G. Smith, girl. Thomas and Mabel H. Steep, boy. Charles K. and Mary S. Harrell, girl. William G. and Elizabeth M. Faust, girl.

#### Deaths.

Thomas Bradley, 35 years, 1333 H street northwest. May G. Hayes, 18 years, Providence Hospital. James Doyle, 68 years, 612½ Twenty-second street northwest. Alexander Colquhoun, 53 years, Emergency Hospital. Dorothy Hubbard, 1 year, 3025 Fifteenth street northwest. Richard Ryan, 54 years, 134 M street southwest. George A. Culver, 68 years, 2 Iowa circle northwest. Bernard Byrne, 6 years, Homeopathic Hospital. Romulus Amity, 35 years, Emergency Hospital. James B. Allen, 51 years, 717 Girard street. Catherine O'Connor, 65 years, 57 I street northwest. Mary Fogarty, 65 years, 35 Florida avenue northwest. John Downey, 42 years, 412 Third street southwest.

#### Died.

CHAMBERS—On Sunday, October 20, at 8 a. m., at his residence, 1414 Q street, DAVID CHAMBERS, aged 72 years. Funeral services from Calvary Baptist Church, Tuesday afternoon, October 22, at 2 p. m. (New York and San Francisco papers please copy.)

BOYD—On Tuesday morning, October 15, 1907, at 5 o'clock, at the home of her son, Frank Boyd, at Goshen, N. Y., ELMIRA BOYD, wife of John Boyd. Funeral at her late residence, 1417 Rhode island ave., Wednesday at 11 o'clock a. m. Interment private.

#### In Memoriam.

STEELE—In loving but sad remembrance of my dear husband, HENRY JOSEPH STEELE, who departed this life three years ago today, October 21, 1904. I did my best to save; Beloved on earth, treasured still, Remembered in his grave. By his loving wife, LUCILLE V. STEELE.

#### UNDERTAKERS.

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## PANAMA PROBLEM GOES TO PRESIDENT

Question of Widening Locks Will Be Submitted by Canal Commission.

On his return to Washington, President Roosevelt will have submitted to him the question of widening the locks of the Panama canal, the necessity for which was pointed out in The Times several weeks ago. The canal commission has not yet taken the matter up with the War Department, but it is expected that an official report will be submitted to the Engineer Bureau in a few days.

### TAFT THE MAN, SAY OHIOANS IN CONFERENCE

(Continued from First Page.) determine at what date and in what city the convention shall be held for the nomination of the Republican standard bearer for the Presidency. The cities which would like to be the meeting place of the convention are Seattle, Chicago, Kansas City, St. Louis, Boston, Denver, Pittsburgh, and New York. Elmer Dover secretary of the committee today received a letter from President Taft of the Hamilton Club of Chicago, saying that Mr. Taft will arrive in this city tomorrow, and will remain here before the committee his reasons for holding the convention in Chicago. His claims will, in turn, be presented to the full committee when it meets here in December, which will be the latter part of the first week of the Congressional session. In circles in touch with the situation it is now believed that the convention will be held near the first part of June. This, it is thought, will not conflict with Congress, as the leaders will in all probability adjourn the session early, so as to be free to get busy in the campaign. It is predicted that Congress will certainly adjourn by May 31.

### RECIPE FOR ROSE CHEEKS.

A lady, prominent in social circles just returned from a sojourn in Europe, brings back with her a valuable skin food recipe, which she says is in general use among the society women of France, who have an international reputation for their exquisite complexions. The recipe is as follows: Two ounces of Rose Water; one ounce of Spirits of Cologne; four ounces (crystallized) glycerine. Put the Sartin in a pint of hot water (not boiling), soft water being preferable. When it is dissolved and cooled, strain through a fine cloth, add the Rose Water and Spirits of Cologne. This preparation is to be applied twice a day or oftener and massaged thoroughly into the skin and if adhered to will be found to produce wonders even on the worst complexion or roughest skin. It is an inexpensive mixture and the ingredients can be gotten from any well stocked drug store, the above formula making enough to last quite a while, and sufficient for a very thorough trial.

### Special for This Month.

RED CROSS FILLINGS ..... \$3 \$7 Set of \$5 Hours to 7. Sunday 10 to 1. Gas administered. RED CROSS DENTAL OFFICE, 1225 Penna. Ave. N. W.

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## WATER METERS COST CONSUMER

Commissioners Decide District Cannot Pay for Installation.

Following the consideration of protests by the Knights of Pythias Association, the Dewey Hotel Company, and the District of Columbia Paper Manufacturing Company, the Commissioners have decided that detector water meters must be installed at the expense of the property owners.

According to Commissioner Morrow, the investigations of the superintendent of the water department show that the proposed requirements that the consumer pay for the installation of meters on pipes used solely for fire service is general, numerous instances being cited where it is already in force. Other cases are cited where the cost of installation is paid by the consumer, and a considerable rental fee, additional charged for the water service.

In view of this the Commissioners feel that they cannot allow water mains to be placed on the mains at the expense of the property served.

## NINETEEN INJURED IN CRASH OF CARS

AKRON, Ohio, Oct. 21.—As a result of a collision between two heavily loaded cars on the A. B. & C. traction line, north of here early today, nineteen persons are in Akron hospitals and a score are suffering less severe injuries. All are expected to recover. The cars met on the main track at Little York, running at full speed.

## ALBERT CHAMBERLAIN BURIED IN GLENWOOD

The funeral of Albert Chamberlain, for six years a Times carrier, was held at the family residence, 656 G street northeast, at 10 o'clock this afternoon. The interment was in Glenwood Cemetery. Young Chamberlain was in his seventeenth year. Several months ago he discontinued serving papers, taking a position in the mailing department of The Times. Owing to feeble health he was forced to abandon his position, and went to the country to recuperate. Last Friday evening he was taken suddenly ill, and died at 10 o'clock, the direct cause of death being valvular disease of the heart. He is survived by his parents, Mr. and Mrs. L. D. Chamberlain, and five older brothers. The young man was regarded by both the Times and the subscribers he served as an exceedingly faithful and efficient carrier.

## Tailor-Made Suits \$10

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## "End-Seat Hogs," Rise Up! And Hail Judge Mulloony, For He's Your Best Friend

At last the so-called "end-seat hog" is vindicated. He has found a protector, a man who sympathizes with his injured feelings. Judge Mulloony is the man. In Police Court this morning his honor shocked and startled sundry persons by personally undertaking the defense of that hitherto universally abused and disliked being, the "end-seat hog," and even went so far as to unflinchingly admit that he was occasionally an "end-seat hog" himself. This attitude was taken during the trial of James Woodward, colored, on the charge of disorderly conduct. Evidence showed plainly that James had captured an end seat and stubbornly maintained it, swearing at those who attempted to suggest that he move along.

"Ah done had a right tuh dat seat," was James' defense. All was quiet as Judge Mulloony captured the end seat and stubbornly maintained it, swearing at those who attempted to suggest that he move along. "There was some provocation for the 'profanity,'" asserted the court. "A man has a right to an end seat. 'I sometimes take an end seat myself. Every man has a right to hang on to an end seat, and because of this fact I am going to impose a small fine—\$5."

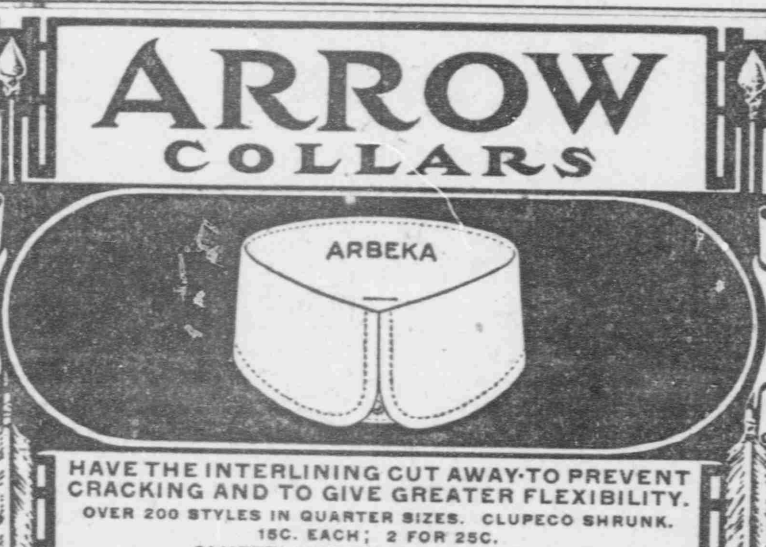
DARBY, Oct. 21.—A heavy coal train of the Baltimore and Ohio railroad was derailed shortly after 12 o'clock. During repairs on the bridge a single track has been used. As a precaution "derails," temporary switches which derail a train not having the signal, have been put on to prevent the possibility of two trains coming together on the bridge. The signal was set against eastbound trains awaiting the arrival of the passenger train from Philadelphia, which was due within a few minutes. A twenty-car coal train, in charge of Engineer Harris and Fireman Michael, came speeding in on the westbound track.

The engineer clapped on the air brakes when he saw the signal, but his train was so heavy that it shoved him past the signal until the derail threw the engine off the track. Both Harris and Michael clung to their post until within a few yards of the ravine, when both jumped. The train stopped with the cowcatcher jangling over the ravine.

THE REV. DR. EASTON RESIGNS. After a pastorate covering a period of fourteen years, the Rev. Thomas C. Easton, pastor of the Eastern Presbyterian Church, Sixth street and Maryland avenue northeast, presented to his congregation yesterday his resignation of the charge. Ill health, due to throat trouble, caused the resignation.

Dr. Easton said that after a prolonged and change of atmosphere in the city he hoped to return to the active work of the ministry. The matter of selecting a successor has been left to the committee of the church session.

Booker Washington's Daughter to Wed. W. Sidney Pittman, a colored architect of this city, with offices at 484 Louisiana avenue northwest, this morning confirmed the announcement from Boston to the effect that he was engaged to Miss Portia Martha Washington, daughter of Booker T. Washington. The marriage will take place at Tuskegee, October 31.



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### Special Notices.

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FATHER LOOKING FOR MAMIE AND EMILIE LOOKING FOR MAMIE AND EMILIE. NOTICE TO STOCKHOLDERS: The sixty-first quarterly dividend of one and three-fourths per cent has been declared on the capital stock of The Washington Loan and Trust Company, payable November 1, 1907, when checks for such dividend will be mailed to all stockholders of registered address. The books for the transfer of stock will be closed from October 25 to November 1, 1907, both dates inclusive. Stockholders who have changed their addresses since date of last dividend will please notify the Company.

### Grand Republican Rally! Masonic Temple, Hyattsville.

HON. GEORGE R. GAITHER, and HON. SYDNEY E. HADD, Will Address the meeting. Ladies especially invited. oct-20-21

### SPECIAL MEETING of Journeymen Plasterers' Association, MONDAY, OCT. 21. Business of importance. By order of Association. M. E. GREEN, oct-20-21 President.

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